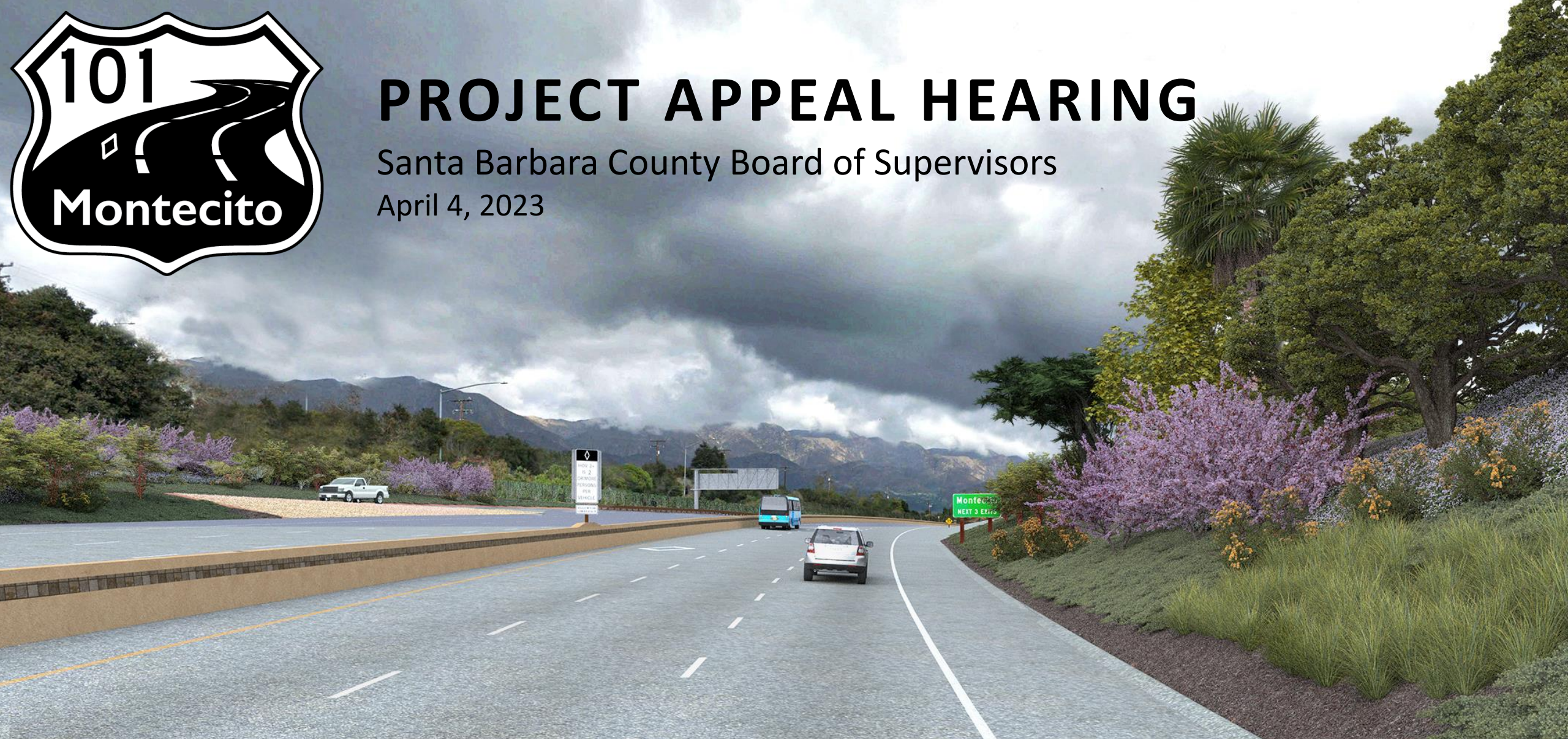




PROJECT APPEAL HEARING

Santa Barbara County Board of Supervisors
April 4, 2023



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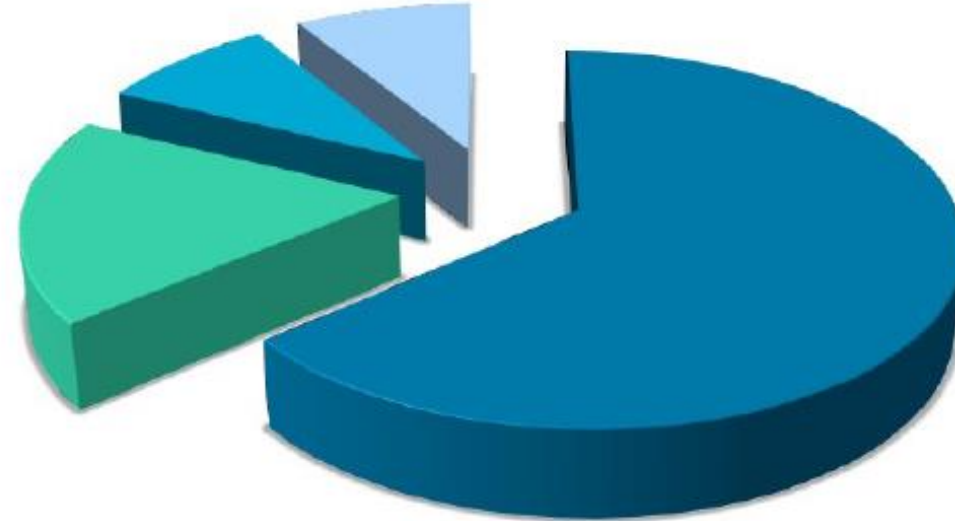


Highway 101 Multimodal Corridor

BACKGROUND

SOLUTION

- 4-year study (*101 in Motion*) to bring together solutions across communities
- Lane & Train solution



■ HOV Lanes 64% ■ Rail 18% ■ Operational Improvements 9% ■ TDM 9%

Highway 101: Carpinteria to Santa Barbara



PHASE **4** 10.9 MILES

**CARPINTERIA TO
SANTA BARBARA**



LEGEND



- A** Bailard Avenue to Carpinteria city limit
- B** Carpinteria to Padaro Lane North
- C** Padaro Lane North to Sheffield Interchange
- D** Sheffield Interchange to Olive Mill Road
- E** Olive Mill Road to Sycamore Creek



Highway 101: Montecito



PHASE **4D**
MONTECITO

 4D Roadway & Ramp Improvements

-  Olive Mill Roundabout
-  San Ysidro Roundabout

 Bridges

 Advanced Work

TIMELINE



IMPROVEMENTS

Olive Mill Roundabout



San Ysidro Roundabout



Hwy 101: Montecito, Olive Mill to San Ysidro



Hwy 101: Montecito, San Ysidro to Romero Creek



KEY ISSUES

ISSUES

- Noise Abatement Strategies
- Sound Wall Process and Evaluation
- FEMA Mapping and Watershed Planning
- Air Quality

NOISE ABATEMENT STRATEGIES

- Long-life pavement Continuously Reinforced Concrete Pavement
(Asphalt loses attenuation in 3-4 years & needs maintenance)
- Pavement grind & groove Next Generation Grind
Reduces noise 3 to 5 dbA
- Severe receptors 75 dBa +, 15 property owners, private property
improvements

HOW ARE SOUND WALL LOCATIONS DETERMINED?

1

Identify Sensitive Receptors

Have a decibel level of 67+;
Residences and public spaces like schools, recreation areas, hospitals, libraries, etc.

2

Measure Existing Noise Levels

Compare to forecasted future “worst hour” traffic noise to predict impact

3

Predict Future Traffic Noise Levels

Specialized software used to model future peak noisiest hour traffic

4

Identify Traffic Noise Impacts

Occurs when forecasted traffic noise exceeds the existing noise by 12 decibels or Federal Noise Abatement Criteria

5

Consider Noise Abatement

Must reduce noise by a minimum of 5 decibels and be built to engineering standards

6

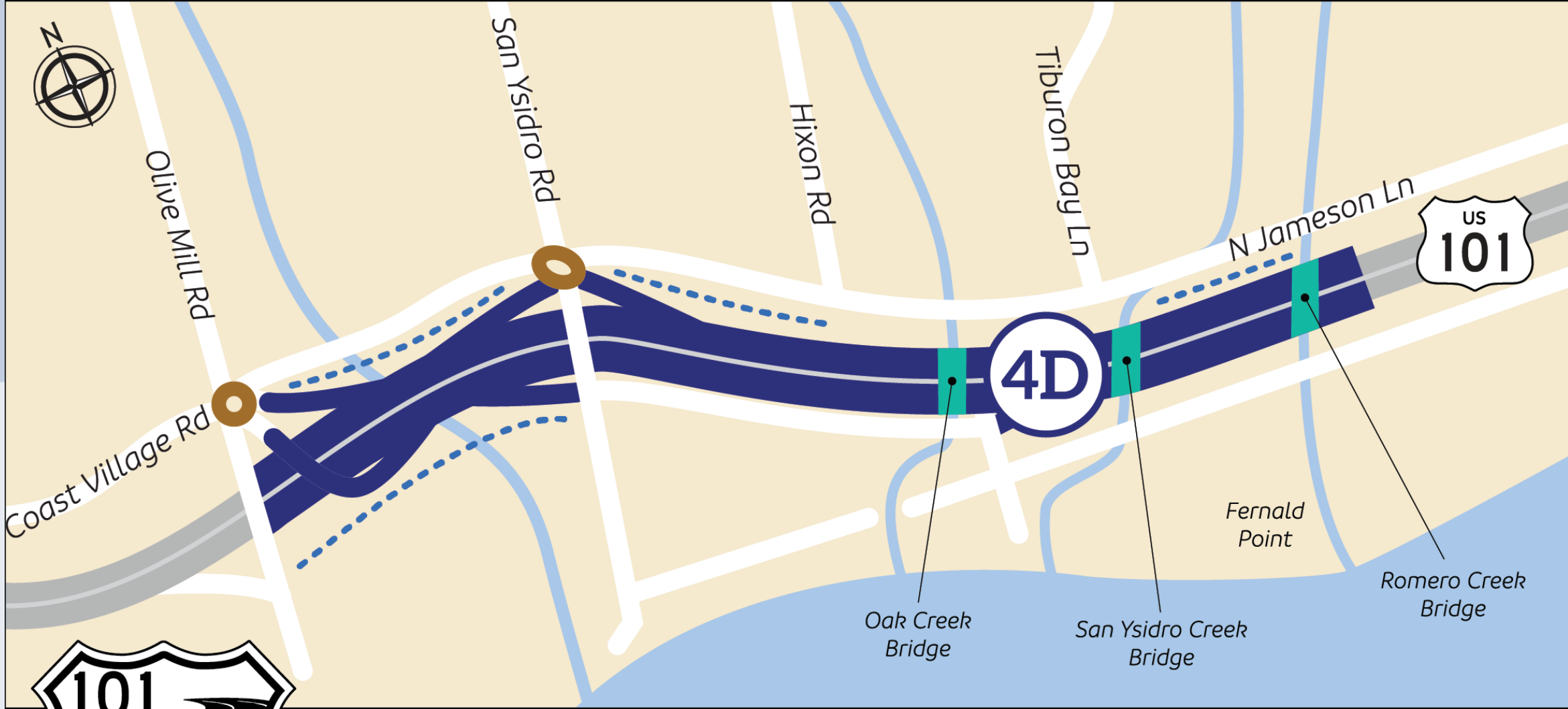
Determine Reasonableness

Phase 1: cost vs. allowance
Phase 2: decision by Caltrans with public input (sound wall voting)

7

Final Sound Wall Determination

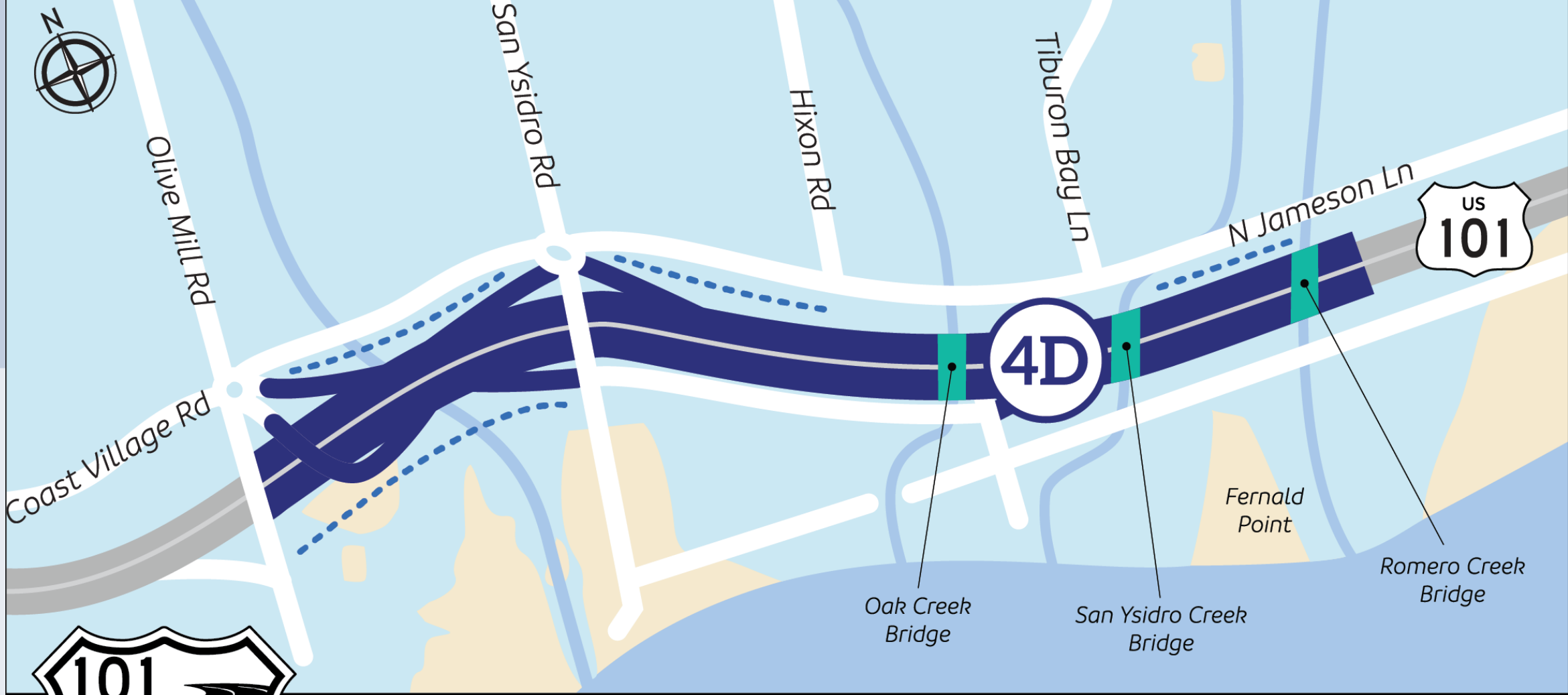
Sound wall design and associated landscaping is reviewed by local design review boards (Coastal Development Permit) ⁸



PHASE **4D** MONTECITO

- - - Sound Walls
- Bridges
- 4D 3rd Lane & Roadway Improvements
- Olive Mill Roundabout
- San Ysidro Roundabout

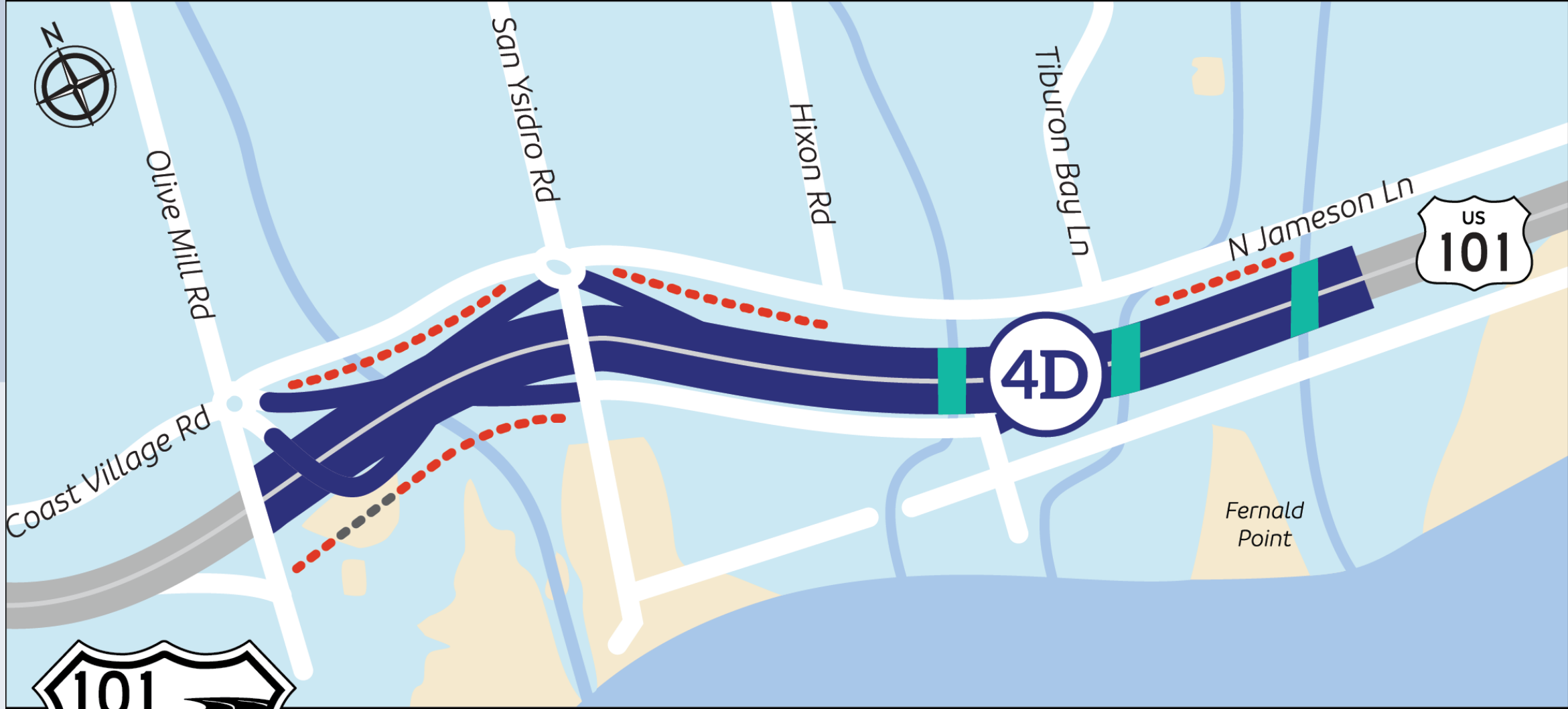




PHASE **4D** MONTECITO

- - - - Sound Walls
- Bridges
- 4D 3rd Lane & Roadway Improvements
- Special Flood Hazard Areas, Recovery Mapping





PHASE **4D** MONTECITO

- Special Flood Hazard Areas, Recovery Mapping
- - - Special Flood Hazard Area, Water Rise
- - - Does Not Meet Cost Reasonableness

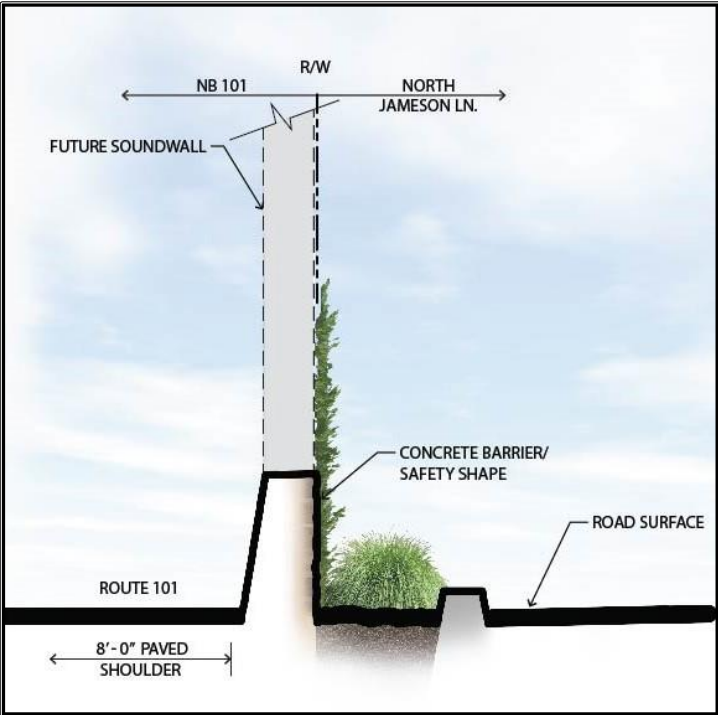
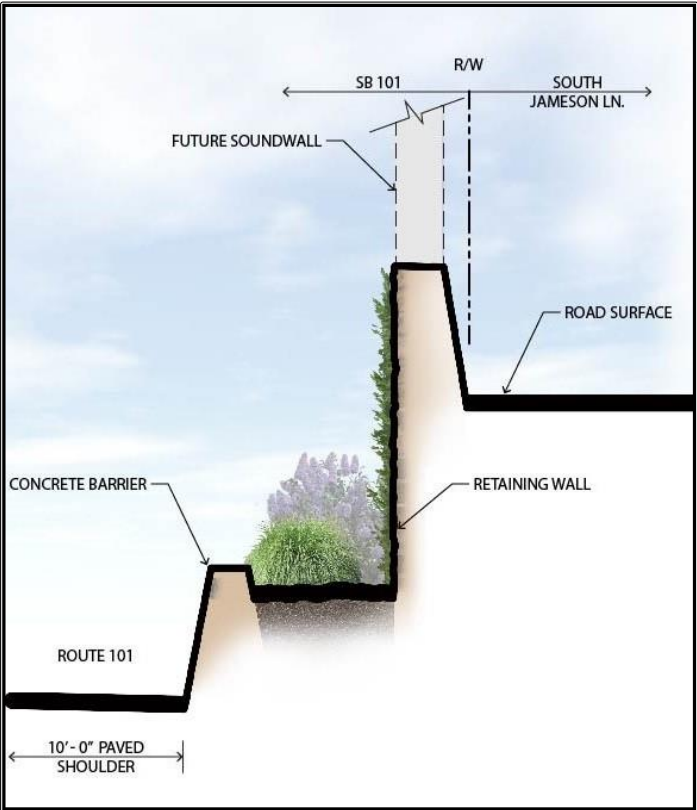


WATERSHED PLANNING

- No sound wall configurations met project requirements.
- Current Caltrans and County cooperation on Montecito watershed planning for future.

SOUNDWALLS IN THE FUTURE

- Project can accommodate future sound wall installation.



AIR QUALITY

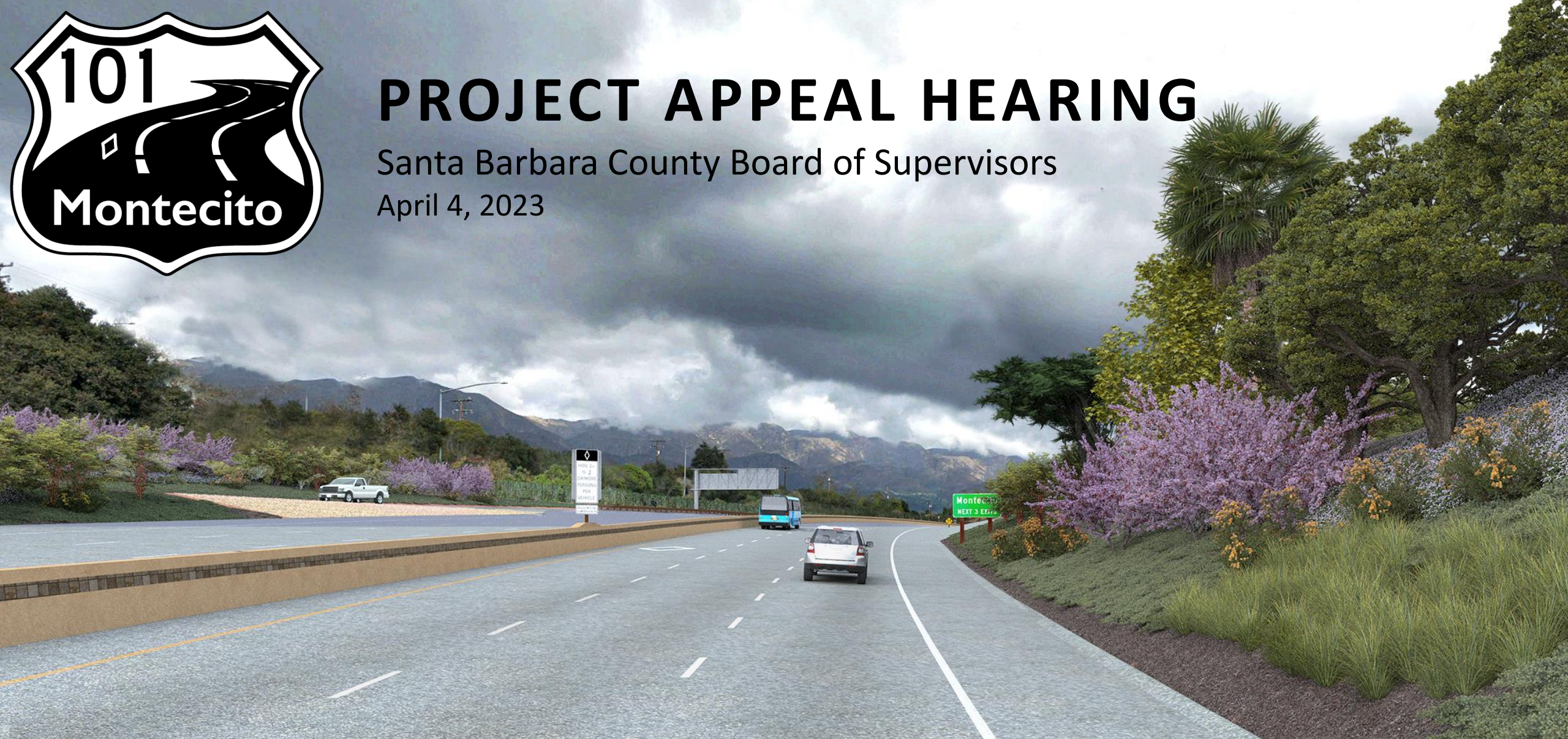
2014 Environmental Impact Report (EIR) certified and required completion of air quality study

- The EIR finds that the Project **does not create a significant air quality impact to the region or adjacent properties** .
- All Electric Vehicles for cars and light duty trucks by 2035



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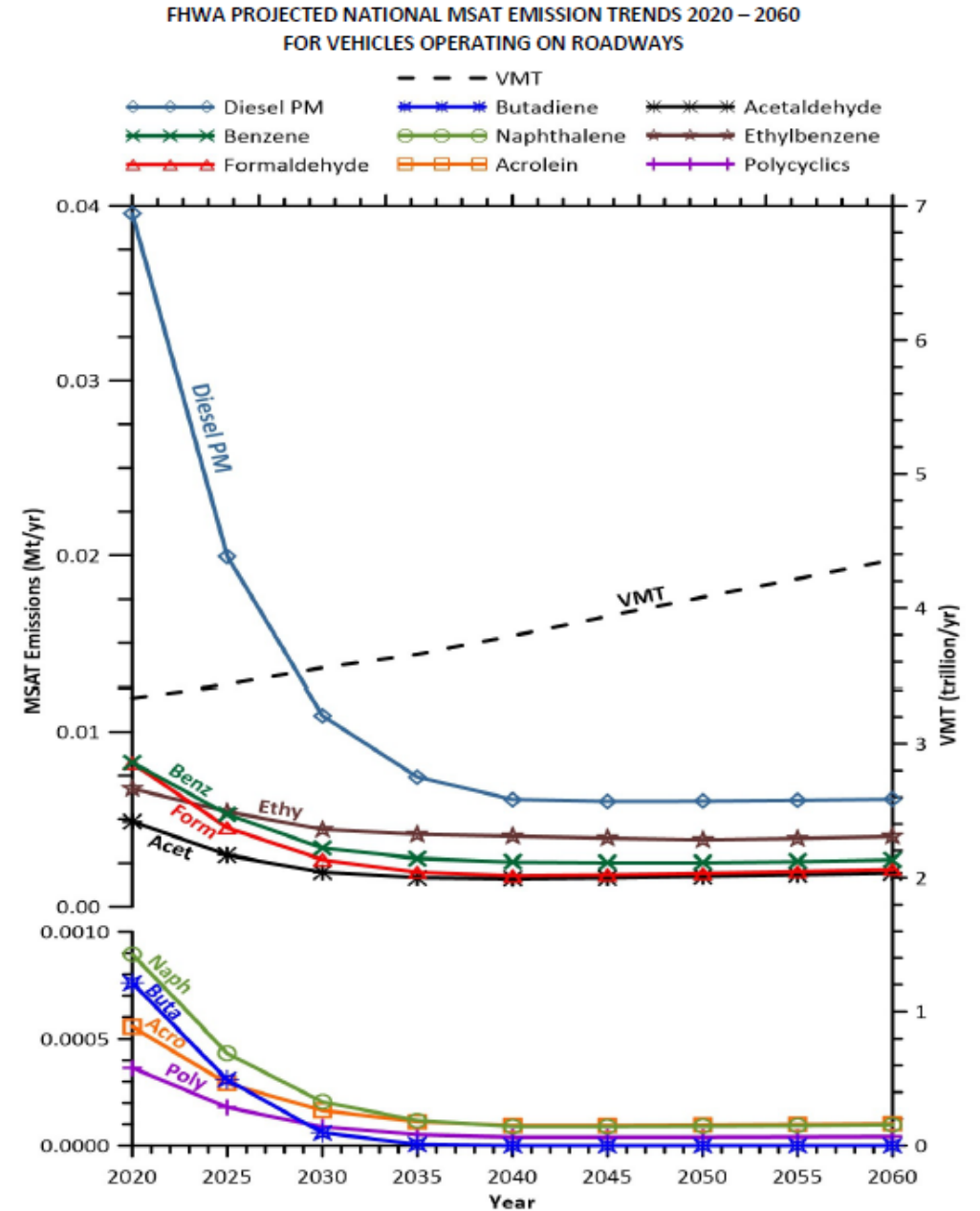
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CEQA DOCUMENTS

CEQA Document	General Summary of Project Changes
EIR was certified by Caltrans on August 26, 2014 (2014 EIR)	N/A
Revised EIR was certified by Caltrans on October 27, 2017 (2017 EIR)	New Traffic Impacts and Mitigation proposed
EIR Addendum on June 1, 2018 (2018 Addendum)	In Segments A-C: Added Rehabilitation of existing mainline and ramps; curve adjustments; soundwall changes
EIR Addendum on May 3, 2020 (2020 Addendum)	In Segments D-E: Added Rehabilitation of existing mainline and ramps; curve adjustments; soundwall changes; widened cross section; added auxiliary lane; added retaining walls; revised cut slope design to reduce tree impacts
EIR Addendum May 5, 2021 (2021 Addendum)	Added CSS
EIR Addendum February 2022 (2022 Addendum)	In Segment 4D: Removed soundwalls

AIR QUALITY



Note: Trends for specific locations may be different, depending on locally derived information representing vehicle-miles travelled, vehicle speeds, vehicle mix, fuels, emission control programs, meteorology, and other factors.
 Source: EPA MOVES3 model runs conducted by FHWA, March 2021.

FENCING

- Chain link fencing exists currently on 101
- Used to separate highway from local facilities and prevent illicit access
- Areas where sound walls were previously proposed will be fenced and landscaped



MONTECITO **BENEFITS**



Design with a semi-rural feel



Use drought-tolerant landscaping & visual improvements



Free-up local lanes for local traffic – right road, right trip



Maintain freeway boundaries



Update 1950s connections between Montecito & 101